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CLASSIFICATION ~~SECRET/CONTROL/US OFFICIALS~~COUNTRY Germany (Soviet Zone) REPORTTOPIC Altenburg Airfield.

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 24 April 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 10 and 20 March 1951, the Altenburg (N 51/K 27) airfield was still occupied by about 27 to 29 twin-engine transports. The planes were parked at the same dispersal area as previously observed. (1) An estimated total of 1,000 to 1,100 men were stationed at the field. This number includes flying personnel the strength of which has not been changed. (2)

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2. Flying activity observed between 9 and 20 March included:

9 March from 9:30 a.m. to 1 p.m., individual flights in good weather; 12 March from 10 a.m. to 12:30 p.m. individual take-offs and formation flying in a close flight with a cloud base of about 300 meters and 9/10 degrees of cloudiness. Not more than three flights were in the air at the same time; 13 March between 8 p.m. and 1 a.m., night flights in favorable weather. The lighting facilities were unchanged on 16 March between 7:30 p.m. and 1:30 a.m., night flights in clear sky; and on 20 March between 9 and 11:30 a.m., many take-offs and local flights in favorable weather. The planes did not retract their landing gears. A slow single-engine high-wing monoplane with radial engine was observed for the first time. (3)

3. No construction was seen at the field except for the alteration on a hangar which was previously reported. (4) Activity observed near the construction sheds on the southern edge of the field probably indicated that construction was to start there. The bypass via Wilchwitz (N 51/K 37) was recently used as an approach road to the field. (5) Ambulance and trucks were seen entering and leaving the field. (6) Traffic between the field and the town has increased lately. On 16, 17 and 19 March several large boxes, about 2x2x2.5 meters, were hauled to the railroad station. Small groups of soldiers were seen entering and leaving the field.

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4. On 20 March at 4:15 p.m., radio trucks moved from the town toward the field. Each truck had a trailer

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with a different number. Each trailer carried two cable drums about 1 meter in diameter. The cable was about 4 cm in diameter. A sheet metal box about 1 meter high was on both sides on the rear of each trailer. Between the two boxes was a radio rod about 2.5 meters long which slightly tilted toward the front.

5. Since 8 March, the road to the airfield leading via Klaus (H 51/K 37) has been blocked and the road leading from Milchwitz to the east was being used as the reroute. (5) The main guard was at the point where the road enters the Leina Forest. The barracks buildings in the woods were surrounded by a board fence about 2 meters high. Work was being done by a firm from Altenburg.

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6. Up to 28 March, the field was occupied by about 30 twin-engine transports. Practice flying observed between 16 and 26 March was as follows: On 16 March, from 10:05 a.m. to dusk, two planes; 17 March, between 8:50 a.m. and dusk, eight aircraft; 19 March, from 9:30 a.m. to dusk, six planes in hazy weather; 22 March, between 12:30 and 3:30 p.m. two planes; 23 March, at 7:30 a.m. a jet fighter circled over the field at a very high altitude; from 7:30 to dusk eleven aircraft, eight of them in one formation. Four parachutists jumped over the field from each of the eight planes; (7) 24 March, at 9:10 a.m., four jet fighters came from the west made a loop over the field and then headed westward. At 11:30 a.m. a jet fighter flew over the field at a very high altitude; 25 March, from 8:35 to dusk, flights with six planes. In the afternoon, a jet fighter appeared over the field at a very high altitude. This caused general excitement among the personnel at the field. The soldiers rushed to the aircraft parked at the field and returned to their quarters half an hour later. Apparently the field was alerted; during the night of 26 March, take-offs and landings were practiced with five planes.

7. Routine flights during the daytime included take-off and landing practices with the change of crews. During night flights, a searchlight, the location of which could not be determined, was in operation. There were also ten red boundary lights, apparently along the southern edge. Four small piles of wood were seen burning at night.

8. The field was occupied by a Soviet Air Force unit. Most of the soldiers wore black-bordered blue epaulets. Since early March 1951, an increased number of soldiers wearing red-bordered black epaulets and black-bordered red epaulets were seen entering and leaving the field. these soldiers were also stationed at the field; that six EM messhalls existed at the field, and that Captain Papkin, (fnu), who wore silver epaulets, was in charge of the administration of the field.

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9. Ambulance trucks passenger cars entered and left the field. (8)

10. On 23 and 25 March, a closed-in truck was seen in the northeastern extension of the runway about 200 meters from the end of the runway. The truck was apparently a stationary radio installation having an antenna mast about 5 meters high. Other radio or navigation installations have not been seen.

11. the construction was being done by the Altenburg department of the Gera (H 51/K 06) construction office, and that the project had the designation: "Construction object Leina - Feld 718." Construction Engineer Dick, (fnu), was the construction superintendent.

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Comments.

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(1) The field is occupied by an air transport regiment equipped with about 34 LI-12s.

(2) [ ] an occupation of about 1,000 men.

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[ ] No information indicating a change in the occupation has been received.

(3) Probably Yak-14s.

(4) The remodeling of the hangar was previously reported. [ ]

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[ ] This indicates that the hangar is no longer used for the parking of aircraft.

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(5) The detour and the construction sheds on the southern edge of the field indicate that the airfield is also intended to be extended to the south.

(6) The motor vehicle [ ] belong to the air transport regiment.

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(7) Parachute jumps were previously reported from Altenburg. They were probably conducted by army units stationed at the field.

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(8) All of the motor vehicle [ ] belong to army units except [ ]

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[ ] which are assigned to the air force units stationed in Altenburg.

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